

X66342 P2246

(b) (3) - P.L. 86-36

MSGMSG CZCQAAE34CLAA173ZDA258TFAJ61ROA883

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2/H3/VCK/R528-66

SPOT REPORT FOLLOW-UP NR THREE AND FINAL TO 2/H3/VCK/R521-66

DTG 25/1547Z DEC 66.

SHOOTDOWN OF F-105 REPORTED BY DRV MIG PILOT.

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BETWEEN 050822Z AND 0933Z DEC 66, ANALYSIS OF CONTINUOUS DRV TAC AIR INTERCEPT REVEALS AT LEAST THREE AIR ENGAGEMENTS BY TWO FLIGHTS OF TWO MIGS EACH, TERMINATING WITH ONE F-105 REPORTED AS SHOT DOWN IN FLAMES AND BURNING AT 0851 45Z BY THE FLIGHT LEADER OF THE SECOND MIG FLIGHT.

FIRST NOTED IN COMMS AT 0822Z, THE FIRST FLIGHT OF MIGS DEPARTED PHUC YEN AFLD AT 0821Z, AND WERE DIRECTED TO WORK WITH THE SENIOR DRV GCI CONTROLLER. THE GCI CONTROLLER DIRECTED THE MIGS TOWARD A TARGET REPORTED AS FOUR F-105'S BY THE FLIGHT LEADER. PHUC YEN GCI CONTROLLER CONFIRMED IDENTIFICATION AND GAVE THE LOCATION OF THE HOSTILES AS OVER TAM DAG (POSS MOUNTAINS). THE MIGS DROPPED AUXILIARY FUEL TANKS AND WERE DIRECTED TO ATTACK AT 0825 48Z. THE WING MAN REPORTED HE HAD FIRED ALREADY AT 0826 48Z, AND FLIGHT LEADER FIRED MISSILES SHORTLY THEREAFTER.

THIS ENGAGEMENT WAS APPARENTLY BORKEN OFF, AND IMMEDIATELY THEREAFTER, AT 0828Z THE MIGS WERE ENGAGED BY FOUR F-105'S, REPORTED BY PHUC YEN GCI CONTROLLER AS CHASING THE WING MAN. AT 0832Z THE FLIGHT LEADER REPORTED THAT THE HOSTILES HAD RUN AWAY. HE ALSO REPORTED THAT HIS MISSILES HAD WORKED WELL AND THAT HE HAD LAUNCHED ALL HIS MISSILES, THOUGH HIS WING MAN REPORTED STILL HAVING MISSILES.

THIS FLIGHT WAS AGAIN GIVEN PERMISSION TO ATTACK AT 0836 42Z, BUT ALTHOUGH THE FLIGHT LEADER REPORTED BEING BEHIND THEM AT 0837 31Z, IT WAS IMPOSSIBLE TO ASCERTAIN WHETHER OR NOT THE ATTACK WAS JOINED, AS THE MIGS REPORTED SEVERAL MORE HOSTILE IN THE AREA, THAT THEIR SITUATION WAS DANGEROUS, AND THAT THERE WERE TOO MANY TARGETS. THIS FLIGHT OF MIGS WAS ORDERED TO RECOVER AT 0846Z, AND NOTED IN LANDING PROCEDURE JUST AFTER 0952Z.

THE SECOND FLIGHT OF MIGS DEPARTED PHUC YEN AFLD AT 0842Z, AND DIRECTED TO FLY A HEADING OF 310 DEGREES AND TO ATTAIN 9,840 FT ALTITUDE. AT 0844Z, THE MIGS WERE

DIRECTED TO ALTER COURSE TO 339 DEGREES, AND SHORTLY AFTER REPORTED REACHING ALTITUDE. AT APPROXIMATELY 0849Z, THE MIGS WERE DIRECTED TO A HEADING OF 269 DEGREES BY THE PHUC YEN GCI CONTROLLER, AND INFORMED THAT THERE WERE HOSTILE ACFT ON THE LEFT TEN DEGREES AT A DISTANCE OF 8.2 NMS. AFTER RECEIVING THE ORDER TO ATTACK AT 0850Z, THE MIGS DROPPED TANKS AND ENGAGED THE HOSTILES, REPORTED AS FOUR F-105'S BY THE FLIGHT LEADER. AT 0851 45Z, THE FLIGHT LEADER REPORTED SEVERAL TIMES THAT HE HAD SHOT ONE F-105 DOWN IN FLAMES, AND THAT HE HAD SEEN A PARACHUTE.

ALTHOUGH NO MORE HOSTILE ACFT WERE SIGHTED BY THE MIG PILOTS, ACTIVITY CONTINUED UNTIL 0953Z, AT WHICH TIME THIS FLIGHT WAS NOTED RECOVERING AT PHUC YEN AFLO. COMMENT UNABLE TO DETERMINE WHETHER DRV FIGHTERS INVOLVED IN THIS ACTIVITY ARE MIG-17 OR MIG-21'S.

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